

The Hong Kong Daily Press

No. 8662

第二十六百八十九號

一八九二年七月五日

HONGKONG, SATURDAY, AUGUST 24TH 1889.

六年四

號四十二月八英港香

PRICE \$2 PER MONTH

SHIPPING.**ARRIVALS.**

August 23, NANSHAN, British steamer, 205 J. Young, Bangkok 16th August, P.M.—CHINESE.
August 23, GANGES, British str., 210, T. J. Alderton, Shanghai 20th August, 6 a.m. and General—P. & O. S. N. Co.
August 23, NORWEGIAN str., 1018, P. Labor, Kobe 13th August, Coal—JAPAN.
August 23, KWANGTSE, Chinese str., 1,568, Lomond, Whampoa 23rd August (General)—C. M. S. N. Co.
August 23, NINGCHOW, British steamer, 1,700, Win. Durdin, London and Singapore 17th August, General—ARNHOLD, KARBERG & Co.
August 23, ANTON, German steamer, 396, T. Eggers, Pakhoi 20th August, and Hollow 22nd, General—WILZER & Co.
August 23, FALKENBERG, German steamer, 982, Betsa, Saigon 19th August, General—MCLOTHES & Co.

CLEARANCES.

At the HANSAU MARTIN'S OFFICE.

23RD AUGUST.

Desawang, British str., for Swatow.
Oceano, British str., for Saigon.
Velocity, British str., for Honolulu.
Oriana, British str., for Singapore.
Olenfina, British str., for Shanghai.
Kutang, British str., for Swatow.
Kwanglee, Chinese str., for Shanghai.
Hangchow, British str., for Auckland (N.Z.).
Mussel Tender, British ship, for New York.

DEPARTURES.

August 23, ZAFIR, British str., for Amoy.
August 23, ACTIV, Danish str., for Bohow.
August 23, KUANGTSE, British str., for Swatow.
August 23, GLENFINLAS, British steamer, for Shanghai.

PASSENGERS.

ARRIVED.
Per Nankin, str., from Bangkok—S. Chines.
Per Gong, str., from Shanghai—For Hongkong—Miss Villa, and 2 hambers and servant, and 18 Chinese—For Bombay—Mr. J. C. Macmillan and his servant—For London—Miss Goss and Miss Weston—For Marsella—Miss Judd, and J. J. Turner.
Per Falkenberg, str., from Saigon—200 Chinese.
Per Anton, str., from Pakhoi, etc.—50 Chinese.

REPORTS.

The British steamer Ningchow, from London, and Singapore 17th August, reports had fresh to moderate winds with dull cloudy weather till mid inst.; thence to port light northerly winds and fine clear weather. On the 18th inst. spoke St. David, bound Japan. East of Amakusa.

INSURANCE.

RANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIMSEN & CO.

Hongkong, 16th November, 1879. [14]

NEW SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTETHUR.

The Undersigned having been appointed General Agents for the above Company, are prepared to grant POLICIES on MARINE RISKS at Current Rates.

F. NAUDIN & CO.

Hongkong, 9th August, 1889. [1886]

THE NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned having been appointed Agents for the above Company, are prepared to GRANT IN-FRANCES to the extent of \$100,000, on first-class risks at current rates.

DUNN, MELBYE & CO.

Hongkong, 16th February, 1889. [418]

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

As Agents of the above Company we are prepared to accept RISKS against FIRE at Current rates.

RUSSELL & CO.

Hongkong, 2nd May, 1889. [90]

LUBECK FIRE INSURANCE COMPANY.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

EDWARD SCHELLHAAS & CO.

Hongkong, 8th August, 1889. [1658]

HONG KONG FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAE & CO.

Agents for the Phoenix Fire Office, Hongkong, 17th August, 1887. [15]

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.
(SUBSCRIBED) \$1,000,000.

BOARD OF DIRECTORS.

LIM. SIM. SING, Esq.
CHAN HU, Esq.
YOUN CHONG PEN, Esq.
CHAN LI CHOY ESQ., Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN.

HEAD OFFICE, No. 2, Queen's Road West, Hongkong, 14th March, 1881. [575]

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER & CO.

Agents, Hongkong, 1st July, 1887. [55]

FIRE INSURANCE COMPANY OF 1877 IN HAMBURG.

The Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.

Agents, Hongkong, 1st July, 1889. [165]

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

The Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & CO.

Hongkong, 1st July, 1889. [678]

INTIMATIONS.**STANDARD LIFE OFFICE.**

1.—HALF A MILLION STERLING per annum is being paid in Death liability year by year.

2.—THE FUNDS IN HAND amount up to Ward, £1,000,000, have increased 50 per cent in the last 15 years.

3.—THE LIVES bodies are annually replaced by more than double the number of fresh carefully selected lives.

THE BORNEO COMPANY, LIMITED 880—3 Agents, Hongkong.

LANE, CRAWFORD & CO. FOR SALE.

DOUBLE-BARRELED SPORTING GUNS.

Eley's Green, Bore, & Brown CARTRIDGE CASES.

Felt, Cloth and Grease-proof WADS.

Cylindrical Wire CARTRIDGES.

Chilled & Common SHOT.

GAPS for C. & P. F. CASES.

Pigot & Wilks' "Alliance" GUNPOWDER.

Recapping and Re-loading MACHINES.

Powder and Shot MEASURES.

CARTRIDGE BELTS & BAGS.

GUN CLEANERS, WHISTLES.

DOG WHIPS, LEADERS, & COUPLES.

SHOOTING BOOTS, STOCKINGS,

HAT & S. and SPORTSMEN'S SUPPLIES OF ALL KINDS.

LANE, CRAWFORD & CO. Hongkong, 13th August, 1889.

W. BREWER HAS JUST RECEIVED

NEW BROADWOOD PIANOS.

NEW KIRKMAN'S PIANOS.

NEW MONINGTON AND WESTON'S PIANOS.

All Iron-framed upright throughout from Cash \$250, or easy payments \$10 a month.

Also for Sale

GOOD IRON BOX ENGLISH PIANOS

that have been on hire for short periods from \$150.

New Ladies' CHI-CASES.

Sets of Leather Dinner Mats.

Ladies' and Gentlemen's Card Cases, Note Books and Account Books in great variety.

Albion and Standard Photographs.

Albums for Posters.

Albums very handsome for all sizes of Photographs.

Plain Glass Mora Frames, all sizes.

Blotting Books, rustic leather.

Writing Cases for Travellers.

New Tennis Rackets and Shoes.

WALTER W. BREWER, UNDER HONGKONG HOTEL.

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

HONGKONG AND SHANGHAI.

GENTLEMEN'S OUTFITTERS.

LADIES' OUTFITTERS.

CHILDREN'S OUTFITTERS.

HOSIERS & SHIRT MAKERS.

TAILORS AND DRAPERS.

ARTISTIC DECORATORS.

FURNITURE MANUFACTURERS.

UPHOLSTERERS.

WINE AND SPIRIT MERCHANTS.

BREWERS, AND IMPORTERS, &c. &c.

All GOODS imported direct from the MANUFACTURERS.

NOVELTIES by each incoming Mail.

ALL DEPARTMENTS are under the management of experienced EUROPEAN ASSISTANTS.

Special attention given to OUTPORT ORDERS.

THE HALL & HOLTZ CO-OPERATIVE CO. LTD.

Hongkong, 2nd August, 1889. [22]

KELLY & WALSH, LIMITED.

NEW & POPULAR FRENCH NOVELLS.

JOHN LEE, CHIEF EDITOR.

Editor-in-Chief.

Zola—Le Réve.

do.—Le Pêche de M. Antécia, 2 vols.

do.—Andréa.

do.—Tannaz.

do.—Le Tour de Porcement.

do.—Le Crime Parfait.

Rudin—Minette.

Albert Daudet—Tardieu et Alpes.

Henry Baude—Les Comédies.

Paul Bourget—La Disciple.

Th. Gautier—Mademoiselle Da Maquin.

Adolph Bolot—Melle Giraud, une femme.

Gustave Doré—Monstre, Madame & Bébé.

Gobert—Sœur Philomène.

Leconte de Lisle—Flamme.

Charles Le Docteur Rostand.

Gustave Flaubert—Madame Bovary.

do.—Baudr. et Pichot.

do.—Trois Contes.

do.—Sepo.

do.—Théatre.

do.—Letters de Mon Moulin.

do.—Nana—Romancier.

WOO LIN YUEN, Secretary.

HEAD OFFICE—No. 2, Queen's Road West, Hongkong, 14th March, 1881. [575]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ESTABLISHED 1870.

HEAD OFFICE—Hongkong.

INTIMATIONS.

DENNIFORD'S FLUID MAGNESIA.

DENNIFORD'S FLUID MAGNESIA.
The best Remedy for acidity of the Stomach.DENNIFORD'S FLUID MAGNESIA.
For Heartburn and Headache.DENNIFORD'S FLUID MAGNESIA.
The best Mid-Ayurvedic Pillular Composition,
for Skin, Hair, and Infants, and for regular
use in Wern Clinics. DENNIFORD & CO., Chemists,
London, and of Druggists and Stoerkers through-
out the World.

N.B.—Ask for DENNIFORD'S MAGNESIA.

Agents—A. S. Watson & Co., Hongkong.

(308)

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

In drawing attention to our special preparations, we beg to state that we confine to import Drugs, Chemicals, and Goods of every kind of the best description only. No other quality is kept in Stock. Our long experience in the preparation of Drugs, and the fact that the best source of supply enables us to purchase direct from the Producers on the very best terms, and thus gives us an advantage which enables us to offer our Customers the benefit of a considerable reduction in the price of all Specialties of our own Manufacture or putting up, as compared with similar articles sold elsewhere.

WATSON'S LODISÉD SAESAPARILLA.

PREPARED FROM THE FINEST.

RED JAMAICA SARSAPARILLA,
(Especially "In Facio,"THE best Mid-Ayurvedic Pillular Composition,
for Skin, Hair, and Infants, and for regular
use in Wern Clinics. DENNIFORD & CO., Chemists,
London, and of Druggists and Stoerkers through-
out the World.

N.B.—Ask for DENNIFORD'S MAGNESIA.

Agents—A. S. Watson & Co., Hongkong.

(308)

WATSON'S FLUID EXTRACT

OF

TARAKAGUM AND PODOPHYLLUM.
This preparation will be found satisfactory
and reliable remedy in all cases of sick-headache
and biliousness when the bowels and liver are
sluggish from climatic or other causes.

In Bottles \$1 and \$1.50 each.

WATSON'S TASTELESS ELIXIR

GAS CARA SAGRA DA,
acts as a Tonic Laxative, and establishes
regularity in chronic Constipation.

In Bottles \$1 and \$1.50 each.

WATSON'S VIN DE QUINQUINA.

This Wine possesses the tonic and anti-scorbutic
properties of the well-known Cinchona
Quinina or Jesuit's Bark, and contains the
strengthening qualities of the finest Port Wine.Prepared from the finest selected Bark and a
blend of our well-known "Invalid Port," it is an
invincible summer tonic and appetizer, especially
adapted for use of Convalescents from Malaria
Fever, and other climatic diseases.

In Bottles \$1 and \$1.50 each.

WATSON'S QUININE AND IRON

TONIC.

This Tonic is strongly recommended in all dis-
eases characterized by Anæmia, Weakness, and
for promoting and restoring a healthy appetite
and imparting strength and vigour to the system.

In Bottles \$1 and \$1.50 each.

WATSON'S AROMATIC QUININE WINE.

An agreeable preparation of the Sulphate of
Quinina in combination with Aromatics. Es-
pecially useful as a Tonic in cases of Debility,
resulting from Fever, causing effects of cli-
mate, &c.

Price \$1 per Bottle.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY,

Hongkong, China and Manila. (319)

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be
addressed to "The Editor," and those on business—"The
Manager," and not to individuals by name.Correspondents are requested to forward their name
and address with communications addressed to the
Editor, not for publication, but as evidence of good
faith.All letters for publication should be written on one
side of the paper only.Advertisements and Subscriptions which are not
ordered for a fixed period will be continued until
otherwise ordered.Orders for extra copies of the *Daily Press* should
be sent before 11 a.m. on the day of publication.

After half hour the supply is limited.

TELEGRAPH NO. 12.

BIRTHS.

At the Albany, on the 14th August, the wife of Mr.
J. H. GARNET, of a daughter.
On the 16th August, at "Juniper," Mount Kau-
luk, the wife of C. W. Richard, of twin daughters.
(1743)On the 22nd last, at La Huenda, the Post,
the wife of G. S. Coxon, of a daughter.
(1742)

DEATHS.

On the 5th inst., at Sandhurst, Christchurch, Hamp-
shire, JOHN DARBY GIBB (formerly of China), aged
70. (1744)At Shantung, on the 10th August, the Rev. D.
VALENTINE, Missionary of the C. M. S. at Ningpo,
Hangchow, and Shantung, during the past 25 years.
At Quanzhou, on the 11th August, the Rev. Mr. COOPER,
of the C. M. S., aged 71, on the 13th August, J. A. BRENTON, aged 41 years.
At 12, Newington-road, Shanghai, ERNEST HARVEY,
the dearly beloved wife of G. G. Uren.

The Daily Press.

HONGKONG, AUGUST 24TH, 1889.

LETTERS published in a Shanghai contem-
porary give some more explicit details of
the floods in Shantung. The Rev. S. B.
DRAX, who has visited the scene of the in-
undation, says that the river Hsiao Ching,
which had been rising for several days, burst
its banks on the 27th July and the surrounding
country was flooded. The City of Kao-
Yuan, which is situated on the north side of
this river and distant about half a mile from it,
occupies slightly higher land than that
lying between it and the river. The flood
spread over this intervening land and was
on the night of the 27th actually above the
level of the entrance to the city, from which
it was only kept out at the gateway by
fearful embankments of bricks and earth. If
these gave way there would be no way of re-
treat for the people, who were without boats,
and had therefore simply to await their fate.
Outside the city, the country, which had been
like a well kept garden, was completely sub-
merged, and all the promising crops, on which
the bulk of the people depended for their
living, have been utterly destroyed. On the
30th July Mr. DRAX succeeded in engaging
a boat, one or two having come up from the
river, left Kao Yuan, and sailed due east for
some six miles, over the inundated district
they crossed the Hsiao Ching river, and landed
at the southern limit of the flood.
The land on the south side of the river, being
elevated a few feet, forms a natural barrier
to the progress of the water in that direction.
At the foot and on the top of this barrier
stand a number of villages, those at the foot
being all under water. In one place, hesays, where the barrier was rather lower, the
water seemed inclined to overflow, in which
case there would be nothing but the insuffi-
ciency of the element to prevent the inundation
of an indefinitely large district. Ac-
cording to the Chinese official statement, it
appears that the disaster was caused in this
way. On the 23rd July a branch was made
in the banks of the Yellow River near Szechuan,
a place in Chang-chia Hsien. The waters of
the Yellow River then found their way into
the Hsiao Ching Ho, swelling it so that
the banks gave way 16 and 18 li west of Kao
Yuan. The official statement also says that
at present the waters of the Yellow River
are all flowing past Kao Yuan. The
inhabitants of that city and district are
anxious in declaring that this is the greatest
flood that has occurred there.The next English mail will be despatched on
the 11th proximo, an interval of eighteen days
from that date forward, until the end of the year.
The English mails will leave on Wednesday,
the next French mail will leave on Friday,
and the German mail on Saturday. The
next English mail will leave on Sunday,
the 13th and 15th September, the day after
the departure of the English mails of the 11th
and 13th. The mail following will leave on
the 16th, 18th, 20th, 22nd, 24th, 26th, 28th,
and 30th September, and the 1st October,
when things will leave every Wednesday,
and a weekly mail leave every Wednesday.An event of unusual occurrence took place recently on the Kinshatang, North Sea, off
the village of Kung Fu Tsze and his ad-
mission to the ranks of the tribe before him.
The ceremony began by the latest addition to
the followers of the prophet divesting himself of
his pig tail, after which the Musulman ceremony
of initiation was proceeded with, and the proselyte
received the name of Abdulla. The pig tail of
Abdulla, late Al Feng, was sent to the *Herald*
on devices for a season. As "W." points out, in
his interesting letter, reproduced elsewhere,
and containing in each drachm one grain of
the lodine of Potassia.These medicines contained in the drachms, long ranked
as the most certain antidotes known, being
distributed in all diseases of the skin, and in affections
arising from poverty or impurity of the Blood.
Price—Dr. Bottles 15c each, 150c per dozen
16c. 25c 210c

WATSON'S FLUID EXTRACT

OF

TARAKAGUM AND PODOPHYLLUM.
This preparation will be found satisfactory
and reliable remedy in all cases of sick-headache
and biliousness when the bowels and liver are
sluggish from climatic or other causes.

In Bottles \$1 and \$1.50 each.

WATSON'S TASTELESS ELIXIR

GAS CARA SAGRA DA,
acts as a Tonic Laxative, and establishes
regularity in chronic Constipation.

In Bottles \$1 and \$1.50 each.

WATSON'S VIN DE QUINQUINA.

This Wine possesses the tonic and anti-scorbutic
properties of the well-known Cinchona
Quinina or Jesuit's Bark, and contains the
strengthening qualities of the finest Port Wine.Prepared from the finest selected Bark and a
blend of our well-known "Invalid Port," it is an
invincible summer tonic and appetizer, especially
adapted for use of Convalescents from Malaria
Fever, and other climatic diseases.

In Bottles \$1 and \$1.50 each.

WATSON'S QUININE AND IRON

TONIC.

This Tonic is strongly recommended in all dis-
eases characterized by Anæmia, Weakness, and
for promoting and restoring a healthy appetite
and imparting strength and vigour to the system.

In Bottles \$1 and \$1.50 each.

WATSON'S AROMATIC QUININE WINE.

An agreeable preparation of the Sulphate of
Quinina in combination with Aromatics. Es-
pecially useful as a Tonic in cases of Debility,
resulting from Fever, causing effects of cli-
mate, &c.

Price \$1 per Bottle.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY,

Hongkong, China and Manila. (319)

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be
addressed to "The Editor," and those on business—"The
Manager," and not to individuals by name.Correspondents are requested to forward their name
and address with communications addressed to the
Editor, not for publication, but as evidence of good
faith.All letters for publication should be written on one
side of the paper only.Advertisements and Subscriptions which are not
ordered for a fixed period will be continued until
otherwise ordered.Orders for extra copies of the *Daily Press* should
be sent before 11 a.m. on the day of publication.

After half hour the supply is limited.

TELEGRAPH NO. 12.

BIRTHS.

At the Albany, on the 14th August, the wife of Mr.
J. H. GARNET, of a daughter.On the 16th August, at "Juniper," Mount Kau-
luk, the wife of C. W. Richard, of twin daughters.
(1743)On the 22nd last, at La Huenda, the Post,
the wife of G. S. Coxon, of a daughter.
(1742)

DEATHS.

On the 5th inst., at Sandhurst, Christchurch, Hamp-
shire, JOHN DARBY GIBB (formerly of China), aged
70. (1744)At Shantung, on the 10th August, the Rev. D.
VALENTINE, Missionary of the C. M. S. at Ningpo,
Hangchow, and Shantung, during the past 25 years.
At Quanzhou, on the 11th August, the Rev. Mr. COOPER,
of the C. M. S., aged 71, on the 13th August, J. A. BRENTON, aged 41 years.
At 12, Newington-road, Shanghai, ERNEST HARVEY,
the dearly beloved wife of G. G. Uren.

The Daily Press.

HONGKONG, AUGUST 24TH, 1889.

LETTERS published in a Shanghai contem-
porary give some more explicit details of
the floods in Shantung. The Rev. S. B.
DRAX, who has visited the scene of the in-
undation, says that the river Hsiao Ching,
which had been rising for several days, burst
its banks on the 27th July and the surrounding
country was flooded. The City of Kao-
Yuan, which is situated on the north side of
this river and distant about half a mile from it,
occupies slightly higher land than that
lying between it and the river. The flood
spread over this intervening land and was
on the night of the 27th actually above the
level of the entrance to the city, from which
it was only kept out at the gateway by
fearful embankments of bricks and earth. If
these gave way there would be no way of re-
treat for the people, who were without boats,
and had therefore simply to await their fate.
Outside the city, the country, which had been
like a well kept garden, was completely sub-
merged, and all the promising crops, on which
the bulk of the people depended for their
living, have been utterly destroyed. On the
30th July Mr. DRAX succeeded in engaging
a boat, one or two having come up from the
river, left Kao Yuan, and sailed due east for
some six miles, over the inundated district
they crossed the Hsiao Ching river, and landed
at the southern limit of the flood.
The land on the south side of the river, being
elevated a few feet, forms a natural barrier
to the progress of the water in that direction.
At the foot and on the top of this barrier
stand a number of villages, those at the foot
being all under water. In one place, hesays, where the barrier was rather lower, the
water seemed inclined to overflow, in which
case there would be nothing but the insuffi-
ciency of the element to prevent the inundation
of an indefinitely large district. Ac-
cording to the Chinese official statement, it
appears that the disaster was caused in this
way. On the 23rd July a branch was made
in the banks of the Yellow River near Szechuan,
a place in Chang-chia Hsien. The waters of
the Yellow River then found their way into
the Hsiao Ching Ho, swelling it so that
the banks gave way 16 and 18 li west of Kao
Yuan. The official statement also says that
at present the waters of the Yellow River
are all flowing past Kao Yuan. The
inhabitants of that city and district are
anxious in declaring that this is the greatest
flood that has occurred there.The next English mail will be despatched on
the 11th proximo, an interval of eighteen days
from that date forward, until the end of the year.
The English mails will leave on Wednesday,
the next French mail will leave on Friday,
and the German mail on Saturday. The
next English mail will leave on Sunday,
the 13th and 15th September, the day after
the departure of the English mails of the 11th
and 13th. The mail following will leave on
the 16th, 18th, 20th, 22nd, 24th, 26th, 28th,
and 30th September, and the 1st October,
when things will leave every Wednesday,
and a weekly mail leave every Wednesday.An event of unusual occurrence took place recently on the Kinshatang, North Sea, off
the village of Kung Fu Tsze and his ad-
mission to the ranks of the tribe before him.
The ceremony began by the latest addition to
the followers of the prophet divesting himself of
his pig tail, after which the Musulman ceremony
of initiation was proceeded with, and the proselyte
received the name of Abdulla. The pig tail of
Abdulla, late Al Feng, was sent to the *Herald*
on devices for a season. As "W." points out, in
his interesting letter, reproduced elsewhere,
and containing in each drachm one grain of
the lodine of Potassia.These medicines contained in the drachms, long ranked
as the most certain antidotes known, being
distributed in all diseases of the skin, and in affections
arising from poverty or impurity of the Blood.
Price—Dr. Bottles 15c each, 150c per dozen
16c. 25c 210c

WATSON'S FLUID EXTRACT

OF

TARAKAGUM AND PODOPHYLLUM.
This preparation will be found satisfactory
and reliable remedy in all cases of sick-headache
and biliousness when the bowels and liver are
sluggish from climatic or other causes.

In Bottles \$1 and \$1.50 each.

WATSON'S TASTELESS ELIXIR

GAS CARA S

THE PHILIPPINES.

MANILA.

Owing to the cholera epidemic in various parts of the Philippines very stringent quarantine regulations have been imposed on vessels engaged in the inter-island and coasting trade. The authorities have, however, arrived at the conclusion that quarantine under the circumstances was useless, and the regulations are accordingly being withdrawn. On the 13th instant, a despatch of merchants consisting of Samer Juan Octis, of Aldecoa, Co., Mr. A. Macleod, of Macleod and Co., and Mr. Macpherson of Smith, Bell, & Co., waited upon the Director-General of Civil Administration to thank him for his exertions in bringing about this result, and to request him to convey the thanks of the mercantile community to the Governor-General.

TONQUIN.

The two Europeans who were with a pirate band in Tonquin against whom no reprisals have recently been taken are both dead. One of them, Dr. Clausius, died from wounds received in one of the engagements, and the other, Martin, who was seriously ill, was sent in to the French by the pirates—who were uncommed by having to carry him when he moved from place to place—and he died shortly after he was delivered up. Before his death he warmly deplored that he and his companion had not joined the pirates, and said they had taken prisoners. The pirates which had surrendered his arms and were to formally make his submission on the 12th inst.

[See "For other news see Supplement."

TO BE LET.

[1723]

ROOMS IN "COLLEGE CHAMBERS."

AT MAGAZINE GATE.

TUSCULUM.—A very comfortable and very cool 5-ROOMED HOUSE WITH TENNIS COURTS, situated in a quiet residential street, 400 YARDSEY TERRACE, No. 4, SEYMOUR TERRACE, WESTBOURNE VILLAS, North. Water and Gas laid on. Garden and Tennis Courts. Apply to DAVID SASSOON, SONS & CO., Hongkong, 13th July, 1889. [1834]

HONGKONG WHARF & GODOWNS.
Goods received on STORAGE at Moderate Rates in First-class Godowns.

STEAMER CARGOES discharged on favourable terms.

Apply to MEYER & CO.,
Hongkong, 2nd July, 1889. [1834]

NOTICE.

OFFICES in VICTORIA BUILDINGS TO BE LET with Immediate Possession—
Apply to ARTHUR B. RODYK,
Hongkong, 4th June, 1889. [116]

TO BE LET.

"BELMONT," NO. 5, CASTLE ROAD.—
Apply to NO. 14, CAINE ROAD,
Hongkong, 3rd August, 1889. [1834]

TO LET.

A FURNISHED ROOM, with Small BEDROOM attached.
Apply to CRICKSHANK & CO., LTD.,
Hongkong, 16th August, 1889. [1729]

THE PEAK.

TO BE LET FURNISHED, from middle of August till end of October, "The Vale," Mount Kollett.

Apply to C. W. RICHARDS,
Hongkong, 31st July, 1889. [1838]

TO LET.

TWO ROOMS.
Apply to CARLOWITZ & CO.,
Hongkong, 12th August, 1889. [1765]

TO LET.

From 1st August to end of October.
TWO FURNISHED ROOMS, Praya East, No. 11, next to the German Consulate.
Apply to MEYER & CO.,
5, Queen's Road Central, Hongkong, 15th July, 1889. [1451]

TO LET.

WITH IMMEDIATE POSSESSION.
NO. 4, QUEEN'S GARDENS.
Rent 300 and Taxes.
Apply to G. C. ANDERSON,
13 Praya Central, Hongkong, 26th January, 1889. [212]

TO BE LET.

MAT HOUSE AT THE PEAK—in immediate Possession. AN AIRY & WELL-FURNISHED HOUSE, possession from 1st Sept. A PORTION of "BEACONFIELD ARCADE," BIRSEY VILLA, POKFOLK; faces due South West.
Apply to SHARP & CO., BEACONFIELD ARCADE, Hongkong, 24th July, 1889. [182]

TO LET.

HOUSE No. 2, "SMITH'S VILLAS," MAGAZINE GATE, a SPACIOUS FIVE ROOMED HOUSE, with Basement and Out-houses; excellent view. Expected to be ready 1st August next.
Apply to F. BLACKHEAD & CO., Hongkong, 3rd July, 1889. [1837]

TO LET.

THE HOUSE NO. 7, UPPER MOSQUE TERRACE, possession on 1st Sept.
Apply to O. V. A., Club Liston, Hongkong, 29th July, 1889. [1837]

TO LET.

A PART of a HOUSE in one of the most beautiful parts of the Colony, FIVE ROOMS, bath room attached to Bed-room.
W. E. L. C., Hongkong Dispensary, Hongkong, 8th June, 1889. [1823]

TO LET.

IMMEDIATE POSSESSION.
NO. 135 & 137, QUEEN'S ROAD EAST. The Buildings are new, solidly built and the 2nd & 3rd Floors are especially well fitted up. Bath Room each, and with Water laid on; and the Ground Floors are very suitable for an Aerated Water Manufactory, as the Back Yard has a constant supply of pure spring water flowing out of the rocks from the hill on the back.

TO LET on 1st September.

A SMALL THREE STOREY EUROPEAN HOUSE, No. 137, Wan Chai Road, near No. 2 POLICE STATION.
For Particulars, apply to J. M. ARMSTRONG, Auctioneer, Hongkong, 8th August, 1889. [1830]

TO LET.

THE DWELLING HOUSE No. 2, DOUGLAS VILLAS. Possession from 1st May.

Apply to DOUGLAS LAPRAIK & CO., Hongkong, 1st April, 1889. [1863]

TO LET.

MONEY to LEND or MORTGAGE £5,000 or \$10,000. Current rate of Interest. Good security.
Address, C. W., Care of Daily Press Office, Hongkong, 15th July, 1889. [1450]

NOTICES TO CONSIGNEES.

"GLEN" LINE OF STEAM PACKETS FROM LONDON, PENANG, AND SINGAPORE.

THE B Steamship

"GLENFINLAS."

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the godowns of the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary is given before NOON, 24th inst.

The goods remaining undelivered after the 28th inst. will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all claims for damage and/or shortages not later than the 5th Sept., otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHERSON & CO., Agents.

Hongkong, 22nd August, 1889. [1768]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES of the Company's Steamer

"LUDITOR."

are hereby notified that the cargo is being discharged into Craft, and/or landed at the Godowns of the Underwriters; in both cases it will be at Consignees' risk. The cargo will be ready for delivery from Craft or Godown or and after the 21st inst.

Goods undelivered after the 28th instant will be subject to Rent. All damaged Goods must be sent in the Godown where they will be examined at 11 a.m. 28th instant.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th August, 1889. [1723]

THE B Steamship

"WINGSAK."

having arrived from the above port, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary is given before NOON, 24th inst.

For Freight, apply to

ARNOLD, KARBERG & CO., Agents.

Hongkong, 21st August, 1889. [1757]

DIRECTORIAL STEAMSHIP COMPANY.

CONSIGNEES of the Company's Steamer

"CAMBRIC."

are hereby notified that the cargo is being discharged into Craft, and/or landed at the Godowns of the Underwriters; in both cases it will be at Consignees' risk. The cargo will be ready for delivery from Craft or Godown or and after the 21st inst.

Goods undelivered after the 28th instant will be subject to Rent. All damaged Goods must be sent in the Godown where they will be examined at 11 a.m. 28th instant.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th August, 1889. [1723]

THE B Steamship

"WINGSAK."

having arrived from the above port, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary is given before NOON, 24th inst.

For Freight, apply to

ARNOLD, KARBERG & CO., Agents.

Hongkong, 21st August, 1889. [1757]

THE B Steamship

"WINGSAK."

having arrived from the above port, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary is given before NOON, 24th inst.

For Freight, apply to

ARNOLD, KARBERG & CO., Agents.

Hongkong, 21st August, 1889. [1757]

THE B Steamship

"WINGSAK."

having arrived from the above port, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary is given before NOON, 24th inst.

For Freight, apply to

ARNOLD, KARBERG & CO., Agents.

Hongkong, 21st August, 1889. [1757]

THE B Steamship

"WINGSAK."

having arrived from the above port, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary is given before NOON, 24th inst.

For Freight, apply to

ARNOLD, KARBERG & CO., Agents.

Hongkong, 21st August, 1889. [1757]

THE B Steamship

"WINGSAK."

having arrived from the above port, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary is given before NOON, 24th inst.

For Freight, apply to

ARNOLD, KARBERG & CO., Agents.

Hongkong, 21st August, 1889. [1757]

THE B Steamship

"WINGSAK."

having arrived from the above port, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary is given before NOON, 24th inst.

For Freight, apply to

ARNOLD, KARBERG & CO., Agents.

Hongkong, 21st August, 1889. [1757]

THE B Steamship

"WINGSAK."

having arrived from the above port, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary is given before NOON, 24th inst.

For Freight, apply to

ARNOLD, KARBERG & CO., Agents.

Hongkong, 21st August, 1889. [1757]

THE B Steamship

"WINGSAK."

having arrived from the above port, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary is given before NOON, 24th inst.

For Freight, apply to

ARNOLD, KARBERG & CO., Agents.

Hongkong, 21st August, 1889. [1757]

THE B Steamship

"WINGSAK."

MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, SATURDAY, AUGUST 24TH, 1889.

VOLUNTEERS AND THE DEFENCE OF HONGKONG.

The writer of the pamphlet "Volunteers and the Defence of Hongkong," asks the following question:—

A local paper recently put forward the statement that another battery and another battery had been put up for the defence of the station, and few who have read it would be desirably additional to the writer and his readers consider the state of our most important fortified harbours have numerously provided you, how liable to sudden attack, and how very important to the Empire? When we made the statement we did not consider the state of the harbours in the United Kingdom, nor the manner in which they are defended. It is notorious that they are not sufficiently protected, but it is the business of the English people and Press to compel the Government to place them in a proper condition for defence. Our duty is confined to this Colony, and we repeat again, most emphatically, that the garrison here is wholly inadequate to man the batteries and defend the passes, much less to oppose an enemy landing in one of the bays on the southern side of the island. More than this, the fact is well known and admitted at the War Office. The necessity for a large addition to the garrison was acknowledged when the scheme for fortifying the island was first broached, but the despatch of reinforcements was of course delayed until the fortifications were completed. The addition of two or three battalions to the garrison was then spoken of, and in mentioning one battery of artillery and one battalion of infantry, additional, we named the minimum force that would be of any use in the event of an attack on the island. Between the case of this negligible dependency of the Empire and that of the great ports of the United Kingdom there is no analogy. They may be very much exposed, inviting us, by their helplessness to attack, but the material for defence is at their immediate back. In a few hours the railways could pour thousands of troops and masses of material into any of them; while in Hongkong no succour could be looked for unless, haply, the Squadron were at hand to give it. What we have always maintained, however, is that Hongkong should be independent of assistance from outside, in which case war should not be likely to get. The Squadron would have enough, and more than enough, to do in protecting British merchant shipping and looking after the lives and interests of British subjects in China. Hongkong ought to be made up to stand a siege if need be. She has now a number of formidable batteries, which will soon be armed with heavy ordnance, and her harbour can be effectually closed to any foe. But if all the troops are in the batteries, who will undertake the defence of the southern side of the island? There would be few men to spare from the Regiment, the Police would be required to cover the roughs of Taipingshan, who would be only too glad of a chance to loot the banks and shobs, and the Volunteers would certainly not suffice for the work alone. Far be it from us to wish to throw cold water on the Volunteer movement; every man of whom would be sorely enough needed at such a time, but they would be required as auxiliaries to the regular forces, and not to do all the fighting. The Volunteers would be able to render invaluable assistance, and in order to do so they should—as our pamphleteer shows—be drilled and exercised so that they would know the ground, and be able to make the most of their advantages of position. In fact they should have field days with the regulars, and become familiar with the duties that would be required from them. But, in the purpose and hope of General Edwards to raise such a Volunteer Force here as will enable the Imperial Government to dispense with the often admitted need for an increase of the garrison, we venture to predict that the gallant officer will find his mistakes. The purely British population is small, and most of the adult members are so much engrossed with work that they can find little leisure for recreation of any kind; many of them are past the age for the more active duties of soldiering; and others live at the Peak, and cannot easily make time for voluntary drill or work. It is only then a proportion of a small section of the population that can be looked to to maintain the Reserve Force the General is anxious to create as a means of saving now outlay by the War Department. This could not be done even if a Foreign Legion and a Portuguese Sida Corps could be formed to addition. For the defence of this Colony against invasion the main dependence must always be the regular garrison, and it will be a serious matter striking a deep blow at all sense of security—if the principle is departed from. While, therefore, the effort to establish a larger Volunteer-Force proved with success, we strongly maintain that, however ready a muster may be made or however efficient the new Infantry may become, it must not be regarded, even in any sense, as a substitute for the requisite addition to the garrison long ago recognised and promised.

Drainage in Hongkong.

The drainage of the Colony must be placed under the control of the Sanitary Board. This has been becoming more and more evident for months past, and the experience of the past week has conclusively shown that it is the only practical way out of the existing difficulty. The professional qualifications of the gentlemen in the Government service at present responsible for the main drainage are unquestionable, but the public declines, and rightly declines, to accord to their opinions the quality of infallibility. The taxpayers who pay for the drainage claim to have some say in deciding how it shall be conducted, and my healthy progress can be expected while the present regime of hostility between the public and the authorities continues. The letter insist on having their own ideas carried out, independent of what any one may say, while the public naturally objects to having things turned down its throat, though it might be readily enough to swallow the same things if presented to it in a palatable manner. The formation of the Sanitary Board was a great step in the direction of representative control of the municipal affairs of the Colony, but from the outset it was foreseen that other steps in the same direction would soon become necessary. It is impossible now either to draw back or stand still. The forces of red tape may retard progress, but they cannot altogether prevent it. The next step to be taken is to place the entire drainage of the Colony under the control of the Sanitary Board. Whether it will be taken at once or must needs be talked about a few years first remains to be seen, but Governor Des Vaux could render no better service to the Colony than that once settling this order of things. When the next Committee is appointed, one of the first things to which it should address itself is the

preparation of a set of rules as to its transfer of jurisdiction in this matter. Such a scheme will necessarily be attended by many difficulties, not the least of which will be the settlement of official positions. The officers who have contracted to serve the Government in responsible—or shall we say irresponsible—positions, may not naturally object to being transferred to a Board whose members will speak of them as "inferior officers" and discuss their acts in languages emoting more forcible than polite. The difficulties are not insurmountable, however, for there is always the garrison here, and we are always liable to a retiring allowance as a last resort if no other basis of settlement can be found. There would also be the question of finance. Should the Board be entrusted with the expenditure of funds itself, or, having decided on certain drainage works, send its plans up to the Government in order that the Legislative Council might be requested to give the supplies voted by the Council. This of course would entail a considerable amount of extra work on the members, but this we have no doubt they would cheerfully undertake, or, if they found they could not give the necessary time, retire and make way for others who could. The appointment of such a Committee would naturally be viewed with dislike by the Public Works department, but it would not necessarily imply disapprovement of, or any want of confidence in the professional qualifications of the Surveyor-General and his assistants. The Committee would exercise only a general control and would not interfere with details. For instance, when questions have been asked in Council as to why certain public works already decided on were not being carried out, the reply has been that the Department was fully occupied with other things. The Public Works Committee under such circumstances would be able to decide, or at least recommend, which works should be proceeded with first and which held over. Also when large sums are voted under a general heading, such as "roads, streets, and bridges," or "drainage," the Committee would exercise its power in dividing the sums under various sub-heads. It is complained, for instance, that the drainage at the Peak was laid down without the Legislative Council being consulted or any vote being asked for that special purpose. This is one of the cases in which the Public Works Committee could have rendered useful service. In the first place, the members would have made it their duty to ascertain whether the pipes were too small and that they ought to be large enough to admit rain water; which would serve to flush them. What about the many months in the year when there is no rain? The great object to be kept in view in all drainage works is to accelerate the current as much as possible so that the foul matter may be discharged before it has time to ferment. With a given quantity of sewage the current will of course vary in proportion to the size of the channel in which it runs, just as the current of a river is stronger in a narrow pass than over shallows. If the rate may be a constant factor, it could be turned to use in connection with the sewerage system, but being an uncertain quantity, which would vary at different times, it would be difficult to make a recommendation to the Legislative Council that the control of the entire drainage system be handed over to the Sanitary Board, and continue the recommendation at frequent intervals until it is adopted. In the meantime the Public Works Committee itself, if it is again called into existence, will have the duty thrown upon it of seeing that the wishes of the ratepayers are carried out.

THE DEPARTING AND COMING VICE-ROYS OF THE TWO KWANGS.

The transfer from Canton to Wuchang of His Excellency the Viceroy of the Two Kwangs, is an event of some interest and importance to foreigners as well as natives in South China. CHANG CHIAO-TZU was appointed to the Governor-Generalship of the Two Kwangs in August, 1884, and has therefore held that important post for five years, during which he has ruled with a firm hand. His administration has been marked by vigour, if not always by justice to foreigners. In many ways he has shown himself the enlightened ruler, anxious for the improvement of the great territory under his sway, and has inaugurated several enterprizes designed for the benefit of the people, while he has also sanctioned the development of mines in his jurisdiction. At the same time he has shown himself particularly hostile to foreigners, jealous of their acquiring the least footing in Kwangtung, and, particularly ignoring instructions from Peking, he has reluctantly refused to remove the obstructions to navigation placed in the Pearl river during the French-Chinese war. Indeed he has throughout his administration shown himself the consistent enemy of the foreigner, and has never concealed his prejudices. A frank foe is better, say than a half-friend. He is, however, a member of the Sanitary Board, would, after calm reflection, give effect to the views he expressed on Friday last in an impromptu speech. The master is more, however, mentioned here as an instance of how intelligent men may fall into mistakes. We put our faith nevertheless in popular as against bureaucratic government, in municipal as well as in political affairs. Who is responsible for the great advance made in sanitation in England during the last thirty or forty years? If the sanitary engineers can claim a large share in the honour, no less can be claimed for the sanitary Committees of the Municipal Councils and other local Sanitary authorities. These bodies are composed of men representing the average common sense of their districts, and the professional men employed have to justify to them any new schemes of policy. If a scheme put forward by a professional can does not come itself to the common sense of a representative body it may be taken for granted that there is very little good in it. We want the average common sense of Hongkong brought directly to bear on the drainage question in this Colony. The Sanitary Board is a semi-representative institution in the sense of the public in this direction, and to that body the control of the entire drainage of the Colony ought to be transferred. If the Sanitary Board could be swept away and replaced by a Municipal Council so much the better, but as we must proceed by steps the immediate object to be agitated for is the introduction of a measure in the Legislative Council amending the Public Health Act by increasing the powers of the Board.

One means by which the average common sense of Hongkong might be brought to bear on the control of the main drainage and other public works of the colony has been accountably neglected. By the Standing Orders and Rules of the Legislative Council adopted on the 10th April, 1884, it was provided that "at the opening of every session, the Standing Committee should be appointed, including a Public Works Committee consisting of the Surveyor-General (Chairman) and four other members. Soon after Sir WILLIAM DES Vaux arrived in the Colony he announced that he did not intend to hold regular sessions of the Council, consequently the session never commenced and the Standing Orders are never appointed. The Rules seem, indeed, to be treated in the most cavalier manner by the Government and are only invoked when it is desired to prevent an unofficial member speaking. For this state of things the unofficial members themselves seem to be a want of fighting power amongst them. The Hon. P. Evans sometimes tries a bout with the Government, but his sledge hammer blows generally miss the mark. It is the duty of the unofficial members to have some say in deciding how it shall be conducted, and my healthy progress can be expected while the present regime of hostility between the public and the authorities continues. The letter insist on having their own ideas carried out, independent of what any one may say, while the public naturally objects to having things turned down its throat, though it might be readily enough to swallow the same things if presented to it in a palatable manner. The formation of the Sanitary Board was a great step in the direction of representative control of the municipal affairs of the Colony, but from the outset it was foreseen that other steps in the same direction would soon become necessary. It is impossible now either to draw back or stand still. The forces of red tape may retard progress, but they cannot altogether prevent it. The next step to be taken is to place the entire drainage of the Colony under the control of the Sanitary Board. Whether it will be taken at once or must needs be talked about a few years first remains to be seen, but Governor Des Vaux could render no better service to the Colony than that once settling this order of things. When the next Committee is appointed, one of the first things to which it should address itself is the

prevention of the Altnacraiy. I hold it as chief engineer of the Altnacraiy. I have been in the ship about six and a half years. I can estimate below from the revolutions nearly what speed the ship is going. I have an engine room log with me. From noon on the 8th average speed was about 7 to 8 knots. There was a fall in the speed till the time of the accident, but I did not notice it. The ship struck. I am not sure when it was on the upper bridge. About 7.30 a.m. when I was on the upper bridge a white reef right underneath us. I told the captain who was on the other side of the ship. He saw it. He was told to turn the steering wheel full port. The course was changed to S.W. He was told to look out as there was reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about 100 feet immediately when another sounding was taken. The passengers were put in the boats and afterwards the crew and they were taken off. We went over to an island close by called Amorong. There was a white reef near Komeyuan Island. About a mile and a half from the reef which was on our port beam. The boat was shore about

